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The Signalman's Journal

Volume 80, Number 3 June 1999

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News Digest

BLE Ends Merger Talks With UTU

The Brotherhood of Locomotive Engineers (BLE) has voted to end merger talks with the United Transportation Union (UTU). The talks, which were based on a statement of merger principles approved in November 1998, were ended because of incomplete financial information, he added.

Originally, the talks had a May 1 deadline for submission of financial information needed to determine dues, but the deadline was not met, according to sources in the BLE.

"We passed May 1 with no realistic expectation of resolving the financial questions, or the legal issues with their financial implications, in time for an October ratification vote by both unions," BLE President Clarence Monin stated.

Investing in Union Members

To ensure their investment dollars are directed to union-friendly funds, the Machinists, working with fund managers, created the IAM SHARES Fund in March. The mutual fund invests two-thirds of its resources in shares of 232 companies organized by the Machinists.

Initially, IAM is offering the fund as a savings plan option to members at companies that contribute to joint trustee plans. Later this year, employers with defined-benefit pension plans will be able to offer the fund as a savings plan option.

"The initiation of the fund is compatible with our goal of harnessing the power of our members' investments to better serve them and encourage the growth of the nation," says IAM President Thomas Buffenbarger.

Did you know?

√ Every year, approximately 2,300 people are injured and another 500 are killed at the nation's 300,000 public and private highway-rail grade crossings.

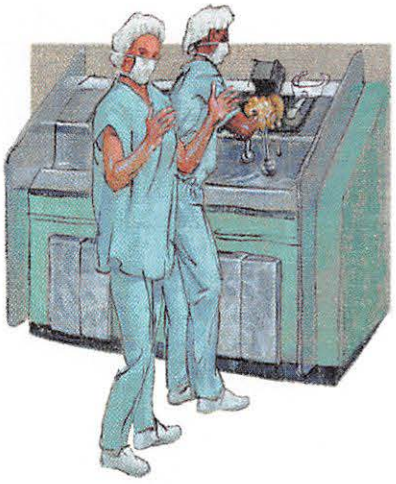
√ Approximately 600 people are killed annually and as many are injured as a result of illegal trespassing on railroad property.

√ A motorist is 11 times more likely to suffer serious injury or death in a train-motor vehicle collision that in a collision with another motor vehicle.

√ More that 50 percent of the collisions at public grade crossings occur where active warning devices exist.

New Jersey Health Care Workers Seek Safe Staffing Levels

Years ago, when hospitals in New Jersey put patients ahead of profits, medical and surgery floors usually averaged one nurse for every six patients, say Bernie Gerad Jr., vice president of the Health Professionals and Allied Employees Union/AFT. Now, he says, it's not unusual to find a 1-to-14 nurse-to-patient ratio.



As part of HPAE's Patients First campaign, the union is backing safe staffing bills in the state's Senate and Assembly that would set the state's first-ever minimum staffing levels for hospitals and nursing homes.

At a Trenton press conference introducing the bills, HPAE President Ann Twomey noted that hospital profits have soared while hospitals have reduced staffing levels drastically. HPAE also is backing legislation mandating public disclosure of staffing levels, banning excessive overtime and requiring the use of safe needlesticks.

The Signalman's Journal

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Cover: Local 188 Signal Maintainers Kelly Soper and Ernie Matthews repair an overhead slide fence near Moody, Oregon on the Oregon Trunk of BNSF.
Photo Submitted By: Kelly Soper, Local 188

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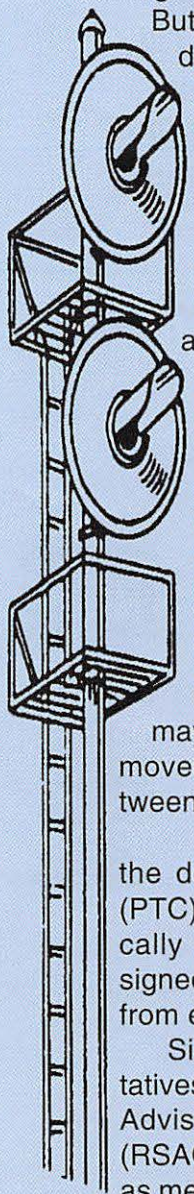
Positive Train Control -

PRESIDENT'S COLUMN

Change. Change is often looked at as a bad thing or is looked at as a fear of the unknown. But change is something that the BRS has dealt with through our entire existence and it is something that we will continue to deal with in the future.



Some of the first signals that our members worked on were semaphore signals. They were lit by oil lamps, which signalmen were required to replenish daily. Then electricity was widely made available and the oil lamps were replaced by light bulbs and semaphore signals were gradually replaced with color light and searchlight signals. As Electrocode units became the standard in the industry, much of the signal pole line has been eliminated. Today, technology utilizes radio to transmit information from signal locations to the trains. As part of the new Positive Train Control Systems, the use of Global Positioning Satellites may become commonplace in tracking train movement to allow positive separation between the trains.

Right now the BRS is involved with the development of Positive Train Control (PTC) Systems that have the potential to radically change how signal systems are designed and how they keep trains separated from each other.

Since November of 1997, BRS representatives have been a part of the Railroad Safety Advisory Committee Positive Train Control (RSAC-PTC) Task Force which also counts as members the Federal Railroad Administration, railroad management, suppliers and other labor organizations. One of the Task Force's assignments is to write regulatory language covering PTC Systems and to update 49 Code of Federal Regulations Part 236, Rules, Standards, and Instructions Governing The Installation, Inspection, Maintenance, and Repair Of Signal and Train Control Systems, Devices and Appliances.

The RSAC-PTC has made a great deal of progress in the last 18 months. Part of that progress has been the completion of a Report of the Railroad Safety Advisory Committee which will be presented to Congress in the near future. The Report describes the status of efforts to develop, test, demonstrate and deploy PTC Systems and describes actions that should be taken to provide an appropriate climate for implementation of those systems.

The report focuses on the safety dimensions of PTC, but also addresses other benefits that railroads and the society at large may realize if PTC is implemented successfully and at a sustainable cost.

In an effort to study the feasibility of PTC Systems, the major freight railroads have joined the State of Illinois and the FRA in launching the development of a version of PTC that could serve as the foundation for mixed freight and high-speed passenger operations, providing enhanced system capacity as well as ensuring a very high level of safety. Other planned safety-relevant projects, which in general are intended to "overlay" rather than replace the primary means of controlling trains and protecting roadway workers, will also be evaluated to ensure that they will achieve acceptable levels of safety when implemented.

One of the first items that the RSAC-PTC agreed to was that all PTC systems must meet certain core features. They are as follows:

a. Prevent train-to-train collisions (positive train separation).

BRS Involvement

b. Enforce speed restrictions, including civil engineering restrictions (curves, bridges, etc.)

c. Provide protection for roadway workers and their equipment operating under specific authorities.

In addition to the core features, the RSAC-PTC identified other safety functions that might be included in some PTC architectures:

- Provide warning of on-track equipment operating outside the limits of authority.
- Receive and act upon hazard information - when available - in a more timely and/or more secure manner (e.g., compromised bridge integrity, wayside detector data).
- Future capability: General data for transfer to highway users to enhance warning at highway-rail crossings.

In order to achieve the previously stated core features and additional safety functions, the new systems will require new technology and new applications of old technology.

One such system was recently demonstrated on New Jersey Transit (NJT). The NJT PTC project utilizes a Union Switch and Signal (USS)® Intermittent Cab Signaling (ICS) System that provides for positive enforcement of speed limits and stop commands. It operates as a vital, functionally independent system that can work in a stand-alone mode or be overlaid onto an existing signaling system.

Another system has been in service since October of 1997. In Michigan, the Michigan Department of Transportation (MDOT) worked with Harmon Industries® to install Harmon's Incremental Train Control System (ITCS). In this system signal status is transmitted to approaching trains by radio in the form of data messages. Wayside Interface Units (WIUs) monitor signal aspects, track circuit occupancy and switch status. At roadway crossings, the radio link provides the advance strike-in facility required by faster trains without the expense of extending additional track circuits.

While the technology involved in the NJT PTC project, MDOT project and the IDOT PTC project is slightly different one thing has remained the same. BRS members are the ones installing, maintaining and repairing this new technology. What has also remained the same is the efforts of the BRS to ensure that all aspects of the new technology are properly tested. That is why a revision of 49CFR Part 236 is so important. We are continuing to insist on the highest levels of verification and validation of all circuitry that is involved in existing and proposed PTC Systems.

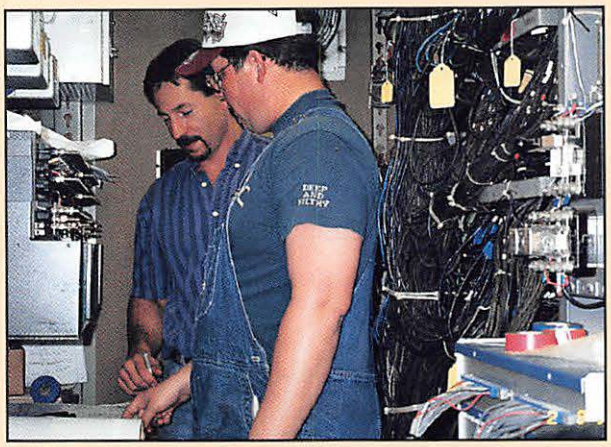
As this century comes to a close, we are nearing a new age of signaling in the railroad industry. Technology changes and the BRS has a history of adapting to those changes. Our members have always acquired the skills that enabled them to install, maintain and repair signal systems.

Among the things that won't change is the ability of BRS members to continue to ensure that whatever signal system is utilized, it will provide the highest level of safety for railroad employees and the traveling public.

I remain, in solidarity,

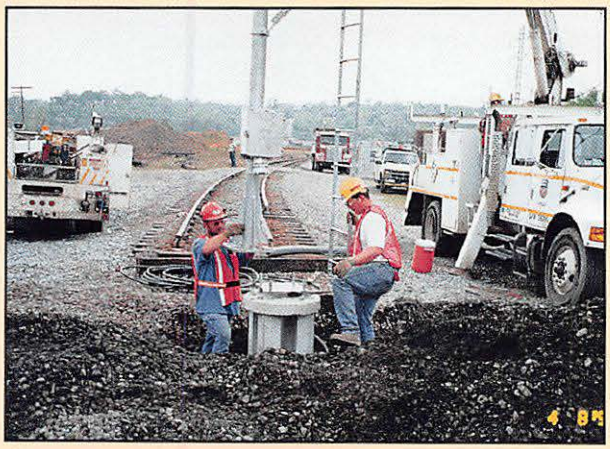
W. Dan Pickett

Photo Contest Entries

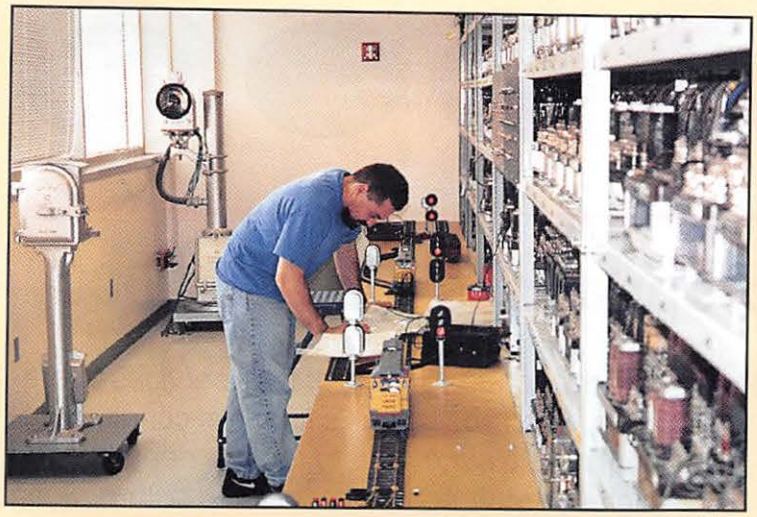


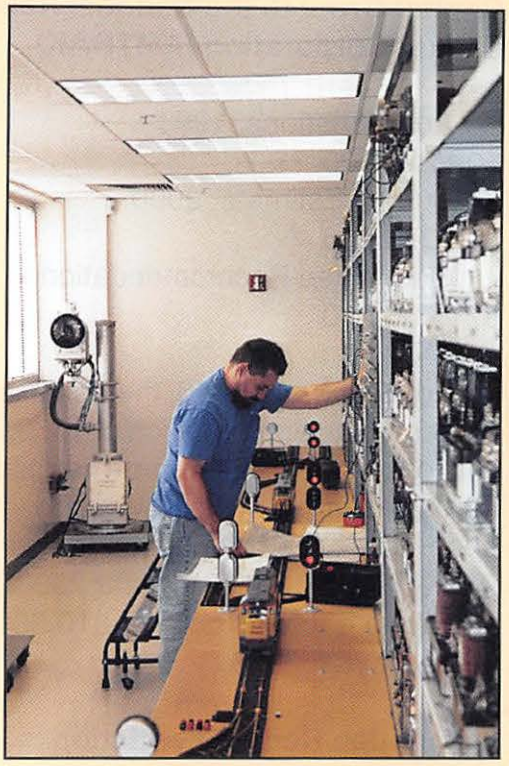
(l-r) Union Pacific Signal Foreman G.R. Moody looks over prints with Assistant Signalman, J.E. Warden. ***Photo by Joe Anousakes.***

(l-r) UP Signal Gang 2639 Signalman E.L. Mitchell and UP Signal Gang 1429 Assistant Signalman J.E. Warden install a signal base to a signal foundation. ***Photo by Joe Anousakes.***



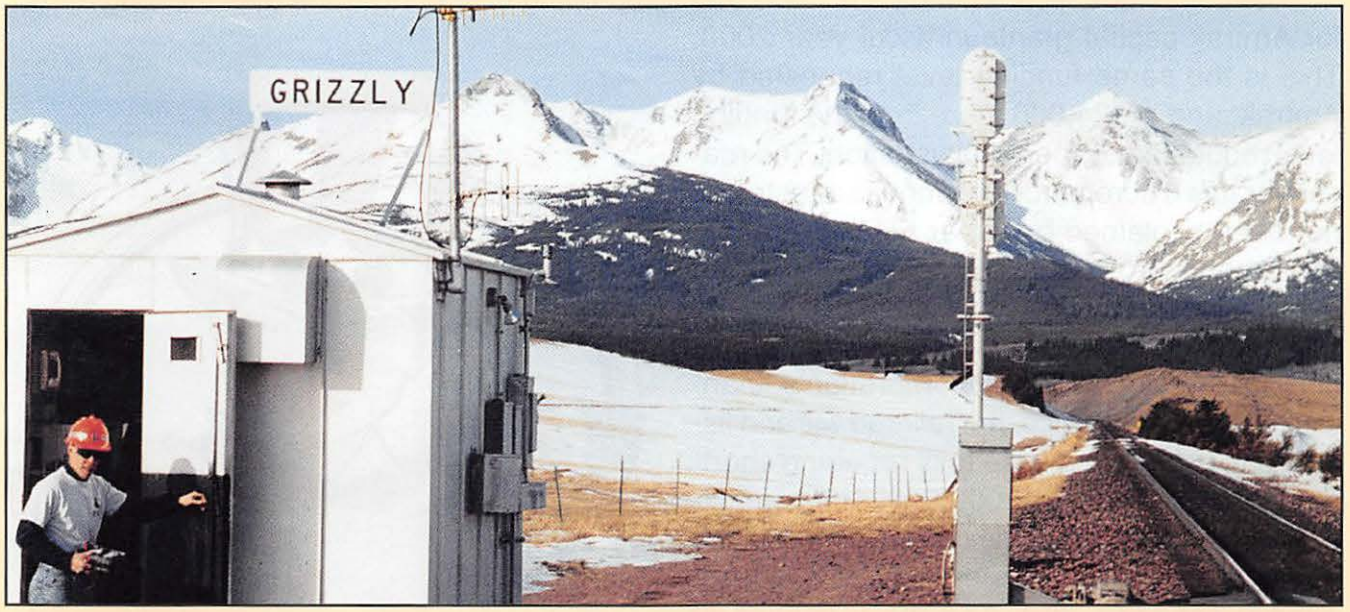
(l-r) UP Signalman D.L. Roulston, Signalman E.L. Mitchell and assistant Signalman, J.E. Warden dig a trench for new signal cable. ***Photo by Joe Anousakes.***





(above and right) Union Pacific Signalman, Harry Robinson troubleshoots a problem on a test board at the Salt Lake City Community College. ***Photo by Jose Rubio, Local 19.***

Photo Contest



Signal Maintainer Ron Minkoff enters the Signal Bungalow at Grizzly, Montana on BNSF's Montana Division. ***Photo by G.T. Urfer, Local 87.***

SPL Report:

Amtrak Receives Appropriations for Year 2000

Capitol Grant to the National Railroad Passenger Corporation (AMTRAK)

Appropriations, 1998
509,230,000
Budget Estimate, 2000
570,976,000
Committee Recommendations
571,000,000

For fiscal year 2000, the administration has requested an appropriation of $570,976,000 for capitol funding with the same flexibility in spending its capital grant as provided to transit grantees, These funds would be in addition to the $1,091,810,000 in fiscal year 2000 TRA funds, adding to a total of $1,622,810,000 in federal funds for year 2000.

Committee Recommendation

The committee recommends $571,000,000 for Amtrak capital grants in fiscal year 2000. This is the same funding level requested by Amtrak, and is $24,000 more than the funding level requested by the Administration. The reason for this discrepancy between requests has not been explained by either FRA or Amtrak. The amount provided is $38,230,000 less than the fiscal year 1999 appropriated level.

Amtrak's' financial situation remains precarious. According to the Corporation's financial management office, the railroad will end fiscal year 1999 with a case loss requiring short-term borrowing of $512,000,000. The committee acknowledges that the corporation is taking some of the necessary steps to improve its financial condition, including the formation of cost-sharing partnerships with states, the expansion of high-value mail and express services, and the contracting out of food services operations. Even so, Amtrak's financial condition will continue to suffer due to the low ridership and high-operating costs associated with its long distance trains. A significant portion of Amtrak's operating expenses are associated with labor costs-costs that have continued to rise over and above the levels assumed in Amtrak's' business plans from prior year. Amtrak has continued to sign labor agreement with its unions based on the "pattern" embodied in the agreement reached with the Brotherhood of Maintenance of Way Employes (BMWE). These "pattern" agreements have kept the increase in labor costs below the levels experienced in the freight rail industry. While these increased labor costs are now accounted for in Amtrak's latest strategic business plan, they will continue to rise. These costs along with other cost areas where savings have yet to materialize, such as electric power, will exacerbate Amtrak's' challenge in improving their bottom line over the long term.

ARC (Amtrak Reform Council)

Appropriations, 1999	$450,000
Budget estimate, 2000	$750,000
Committee Recommendation	$950,000

The committee recommends an appropriation of $96,000 for necessary expenses of the Amtrak reform council (ARC). Initial funding for the ARC was provided in the fiscal year 1998 supplemental appropriations bill, Public Law 105-174; in the fiscal year 1999 transportation appropriations act, $450,000 was appropriated for the Council. For fiscal year 2000, the administration has requested an appropriation of $750,000, but the Council has sent up an independent budget request for $1,300,000. Because the Council is an independent commission, the Committee's appropriation of $950,000 is not provided within the FRA budget, but is provided in a general provision of the bill.

The ARC was established by the Amtrak Reform and Accountability act of 1997 (ARAA). The council consists of 11 members, including four senate appointees, four house appointees, two presidential appointees, and the Secretary of Transportation.

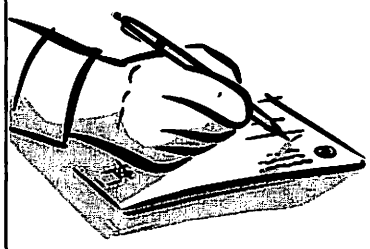
Under the ARAA, the responsibilities of the ARC include evaluating Amtrak's performance and making recommendations to Congress and Amtrak for achieving further cost containment, productivity improvements, and financial reforms. In addition, fiscal year 1999 appropriations bill language expanded the Council's statutory responsibilities to include its views on any routes or services that Amtrak's route analysis date indicate should be closed or realigned.

As a practical matter, the ARC is a temporary commission. After December 1999, the Commission must make a determination on whether or not Amtrak can meet the financial goals outlined in the ARAA. If the ARC determines these goals cannot be met, they must then submit a restructuring plan, and AMTRAK must submit a liquidation plan.

The committees recommended funding level, $950,000, will allow the ARC to decisively move forward in performing its tasks and responsibilities. These funds are available for 2 years, through September 30, 2001.

Both the administration and the Council have requested that Congress lift its current restriction on the hiring of outside consultants. This provision was put in place to prevent potential conflicts of interest and keep ARC costs to a minimum. The committee directs that not more than $200,000 of the funds herein appropriated be used for outside consultant services. These contractual services shall not exceed the annual cost of an SES level IV direct compensation on a per FTE basis.

Union-Made Checks



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UNION FAMILY SAVERS

FRA, FTA are Y2K Compliant

According to the U.S. Department of Transportation (DOT), all mission-critical systems in the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) have been tested, repaired and are now Year-2000 compliant.

But it hasn't been easy. Just two years ago, the House Subcommittee on Technology graded the DOT on its Y2K compliance, giving the straggling agency an "F" for its progress. Since then, the DOT has rebounded, making Y2K a top priority and rapidly fixing systems crucial to the operation.

One year ago, Deputy Secretary Mortimer Downey reported that 60 percent of the DOT's mission-critical systems were compliant. DOT's latest report indicates that up to 89 percent of its 608 mission-critical systems are now fixed, including internal systems in all agencies except the Bureau of Transportation Statistics, the Federal Aviation Administration and the Coast Guard.

"We've accomplished a great deal," said DOT spokesman David Smallen. "Clearly, we got off to a slow start and that has been the cause of some of the low grades we received early on. We expect to have everything tested and compliant by the end of the year and all but a few systems compliant by June 30. So, I think by the end of the year we should have an 'A' grade."

Moreover, in a recent statement by Rodney Slater, the DOT Secretary said that 11 of the 14 administrations under the DOT's authority are 100 percent compliant."

"The remaining systems are projected to by Y2K compliant well before the end of the year," Slater said. "We are also continuing our efforts to work with our domestic and international partners to improve Y2K readiness throughout the global transportation sector."

Of course, there's always a possibility that something has been overlooked, a fact that the DOT admits.

The agency's most recent Quarterly Report on Y2K, which was issued March 15, states that minor problems could occur but should not impact public safety. And most of the problems will probably result from failures within the local agencies themselves.

"Some transit riders may experience disruptions in service if providers have not adequately prepared for Y2K," the report states. "Manufacturers are encouraged to continue efforts to share information on the Y2K compliance of their products and to aid transit agencies in minimizing any possible disruptions in service."

According to Smallen, the real concern is the smaller agencies, which may not have the resources or expertise to ensure their own compliance.

"We're serious about working with the industries and state and local government partners to make sure they're reaching compliance," he said. "The large agencies should be fine, but we don't have a handle on some of the smaller agencies out there. That's where there is the biggest potential for problems."

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The High Cost of Low Wages

By Barbara Ehrenreich

Last summer I undertook an unusual journalistic experiment: I set out to see whether it is possible to live on the kind of wages available to low-skilled workers. The math wasn't very promising, but since no one seems to pay much attention when I rant about low wages in print, I decided to test it in person. I structured my experiment around a few rules: I had to find the cheapest apartment and best-paying job I could, and I had to do my level best to hold it - no sneaking off to read novels in the ladies room or agitating for a union.

So, in early June, I moved out of my home near Key West and into a $500 efficiency apartment about a 45-minute drive from town. I would have preferred the trailer park right on the edge of town, but they wanted over $600 a month for a one-person trailer. Yes, these are frightfully high rents, but no higher than you'll find in most places where tourists compete for lodging space with the people who fry their hash browns. Finding a job turned out to be a little harder than I'd expected, given all the help-wanted signs in town. Finally, at one of the big corporate discount hotels where I'd applied for a housekeeping job, I was told they needed a waitress in the associated "family restaurant."

The pay was only $2.43 an hour, but I figured with tips, I would do far better than I would have at the supermarket, which was offering $6 an hour and change.

I was wrong. Business was slow, and tips averaged 10 percent or less, even for the more experienced "girls." I was curious as to how my fellow workers managed to pay their rent on this kind of income and soon found out that a lot of them didn't. The immigrant dishwashers (from Haiti and the Czech Republic) mostly lived in dormitory-type situations or severely overcrowded apartments. As for the servers, some were technically homeless. They just didn't think of themselves that way because they had cars or vans to sleep in. I was shocked to find that a few were sharing motel rooms costing $40 to $60 a night, and I'm talking about middle-aged women, not kids. When I naively suggested to one co-worker that she could save a lot of money by getting an apartment, she pointed out that the initial expense - a month's rent in advance and security deposit - was way out of her reach.

"Even in an economy celebrating unequaled prosperity, a person can work full-time or even more, and not make enough to live on."
-Barbara Ehrenreich

Meanwhile, my own financial situation was declining perilously. The money I saved on rent was being burned up as gas for commuting. Without a well-stocked kitchen, I couldn't make up big, economical dishes and freeze them ahead for the week, so I was spending too much on fast food. I began to realize it's actually more expensive to be poor than middle class: You pay more for food, especially in convenience stores; you pay to get checks cashed; and you can end up paying ridiculous prices for shelter.

I decided to redouble my efforts to survive. First, I got a waitressing job at a higher-volume restaurant, where my pay averaged about $7.50 and hour. Then I moved out of my apartment and into the trailer park, calculating that, without the commute, I'd be able to handle an additional job. A few of my fellow workers held two jobs, and they didn't look any stronger than I am. For a total of three days altogether, I did work two jobs - including a hotel housekeeping job I finally landed.

This did not, however, turn out to be a viable lifestyle. Exhaustion was only one part of the problem: I never could figure out how to get my various uniforms laundered in the short time I had between shifts, and you only get one uniform per job.

At the end of the month, I had to admit defeat. I had earned less than I spent, and the only things I spent money on were food, gas and rent. If I had had any children to care for and support - like the many women now coming off welfare - I wouldn't have lasted a week.

But, my experiment did succeed in showing that, even in an economy celebrating unequaled prosperity, a person can work hard, full-time or even more, and not make enough to live on, at least if she intends to live indoors. I left thinking that if this were my real life, I would become an agitator in no time at all, or at least a serious nuisance.

For a more detailed account of Ehrenreich's experience, see "Nickel-and-Dimed: On (Not) Getting by in America" (Harper's Magazine, *January 1999).*

Special Excellence

Signalman Saves Neighbor From Fire

Local 228 member Dan Kidd rescues neighbor from burning home

An elderly neighbor is alive and recovering thanks to the quick actions of BRS Local 228 member Dan Kidd who broke down the door of the burning home and pulled her to safety on March 6.

Evelyn Schriner, 79, was taken to Bellevue Hospital for treatment of smoke inhalation and observation following the 12.34 a.m blaze. Her husband, Jay, whose whereabouts caused considerable confusion during the fire, was also a patient in Bellevue Hospital where he had been admitted earlier for an unrelated problem.

Brother Kidd's wife, Angie, had run an errand in Bellevue and was returning home about 12.30 a.m. when she spotted what she described as "fireworks" going off in the sky. As she neared her home, she decided to investigate the "fireworks" and as she went past her house to the Schriners' two-story farm home, she spotted electrical sparks "severely" arcing out from the electrical meter box on the side of the house.

Kidd called her husband, Dan, on a cell phone and met her husband at the house. Brother Kidd began pounding on the doors to the home, shouting as loud as he could and after receiving no response he went to the back door and kicked it in.

"The house was so full of smoke. I had never been in the house before. I just started to yell. I knew they (the Schriners) were in there. I yelled and yelled. Finally, Mrs. Schriner answered me two times. I could tell she was confused," Brother Kidd said.

"You couldn't see your hand in front of your face," he said. "Angie was right behind me, but we got split up and I told her to meet me at the front of the house. About this time, Mrs. Schriner was able to get out of bed. She met me at the bedroom door. I helped her to the front door - she had a broken hip about a year ago and usually had to walk with her walker - and as got to the front door, she collapsed.

"Angie got her off the porch just as a sheriff's deputy pulled up. He put her in his cruiser and asked where her husband was. She said he was sick in bed. When we asked her if he was upstairs or down, she told us 'downstairs'.

"I went back in. By now, it was real bad. The fire was coming up through the stairwell and shooting out the windows. I began to crawl around, then I started to choke so badly, I had to go back outside. I went in four times. The last time I was very dizzy and light-headed. I found the bedroom and just jumped on the bed. Then, I felt around the floor, thinking maybe he had gotten out onto the floor, and went into the bathroom.

"The last time, I just had to get out. As I did, I ran right into a firefighter. They kept going in and out for about 15-20 minutes. I was just sure each time they would come out carrying Jay. Each time they didn't, I was more certain he could not survive. I just stood outside and yelled out of frustration."

Ambulance personnel who arrived were finally able to elicit from Mrs. Schriner that her husband was actually in the hospital and not home at all.

"When they told me that, I just said, 'Thank you Lord!" Kidd refused treatment for himself, although he said he coughed most of the next day. My chest hurt pretty good."

Brother Kidd downplays his own heroism, noting "I would hope anyone would do the same thing" and saying the experience has given him a whole new appreciation for firefighters.

"Boy, what they do day, in and day out. I'm so thankful about how this all worked out. It was just a situation where something had to be done. The Lord clearly chose me and my wife. So many circumstances were so strange about this. It is obvious God had his hand in it all."

The Brotherhood of Railroad Signalmen would like to recognize the heroic efforts of Brother Dan Kidd and his wife Angie. Their actions prevented their neighbor Evelyn Schriner from being injured as a result of the fire. After a brief convalescence, both Schriners were released from the hospital.

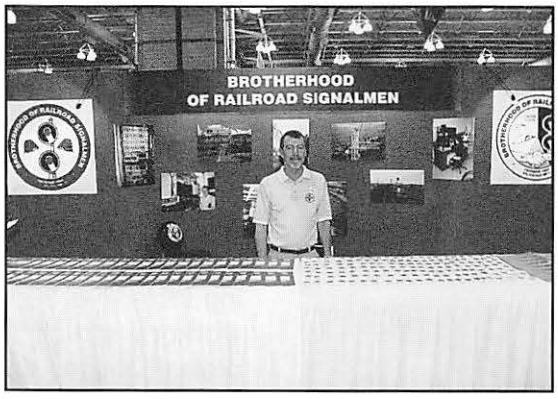
1999 Union Industry Show - Atlantic City

The 1999 Union Industry Show in Atlantic City, New Jersey, May 14-17 proved once again to be a rousing success is showing the public the myriad of goods and services that are produced by union members in the United States of America.

The Brotherhood of Railroad Signalmen took part by hosting a booth that included a display showing various BRS members at work on their railroads. Members that stopped by the booth were greeted by Secretary-Treasurer Richard Foley, Vice President Grand Lodge, George Jones, Long Island Railroad General Chairman Bill Saar Jr., Director of Research Tim DePaepe and Grand Lodge Representative Jerry Boles.

In order to show what products are union-made many of the unions gave away items manufactured by their members. The United Auto Workers gave away two Harley-Davidson motorcycles and a $36,000 Chevrolet Blazer. The United Food and Commercial Workers gave away a variety of packaged goods including Yoplait yogurt, bread, buns and cakes that were decorated by UFCW workers. Anyone attending the show did not walk away empty handed.

For those who like to prepare well in advance, next years Union Industry Show will be held in Milwaukee, Wisconsin.



Grand Lodge Representative Jerry Boles prepares to greet some of the 50,000 people who attended the Union Industry Show in Atlantic City, New Jersey.

(r-l) Secretary-Treasurer Richard Foley greets Local 84 signalman Bill Oliver, Jr.

An Environmental Alliance That Works

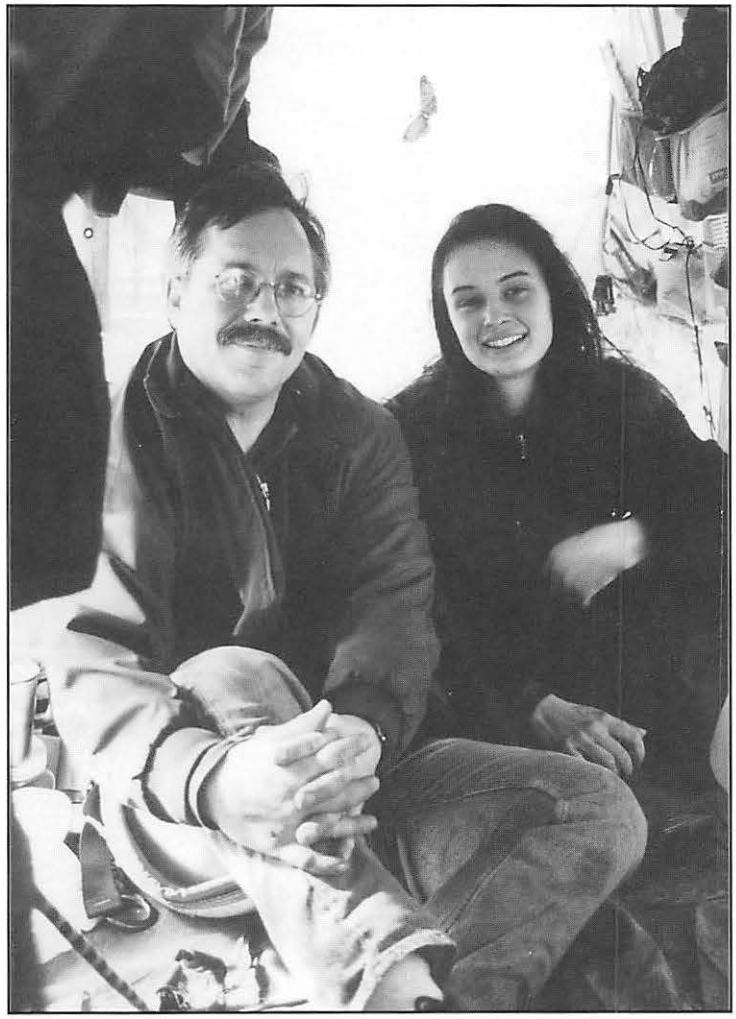
By David Foster, Director District #11, United Steelworkers of America

Over the last two decades the labor and environmental movements have frequently clashed. But today, originating from northern California's redwood protests and the picket lines at Kaiser Aluminum's Pacific Northwest smelters, a new alliance has emerged with a vision of ecological and economic justice.

Recently, I struggled to pull myself 180 feet up the trunk of America's most famous redwood to meet Julia Hill, environmental activist and organizer who, for the last fourteen months, has lived alone atop the 1000 year-old tree.

What was the fifty-one year old District #11 Director of the United Steelworkers' union, a resident of Minneapolis, doing in this extraordinary spot?

There are reasons for all of us to examine the grim legacy of America's cowboy economy of the 1990's. But for the 3000 families locked out by Kaiser Aluminum there are truly an Annual Report's worth of reasons to wonder about the ruination of this once proud company.



(l-r) David Foster, Director District #11, United Steelworkers of America, chats with Julia (Butterfly) Hill about the predicaments that face environmentalists and workers as a result of Charles Hurwitz purchase of Kaiser Aluminum.

Kaiser Aluminum is named for the famous American industrialist, Henry Kaiser, whose enterprises built the Grand Coulee, Boulder and Bonneville Dams and churned out the Victory Ships that saved the U.S. after Pearl Harbor.

Today the steelworkers at Kaiser Aluminum tell a troubling story of sacrifice without redemption. Plunged into the economic maelstrom of the early 1980's, Kaiser's steelworkers negotiated massive concessions to prevent the company from going into bankruptcy — $150 million to be exact.

But when the good times came, Kaiser was purchased by Charles Hurwitz, the infamous junk bond king whose Maxxam, Incorporated had earlier engineered a hostile takeover of the Pacific Lumber Company, the nation's owner of the largest remaining stands of old growth redwoods.

After a decade of Hurwitz, on September 30, 1998, frustrated by years of fruitless pleading and angered by Kaiser's unlawful behavior at the bargaining table, the 3000 workers struck in protest. Kaiser negotiators had arrogantly insisted on eliminating 700-900 of the remaining jobs and wouldn't even explain who would be left working in the downsized plants as the jobs were turned over to lesser-paid, contractor employees.

On January 14, 1999 Kaiser officially converted the strike to a lock out, refusing the workers' unconditional offer to return to work.

Thus was born the unusual alliance between environmental activists protesting the clear cutting of Maxxam's Pacific Lumber and the United Steel-

workers of America, fighting against the job cutting at Maxxam's Kaiser Aluminum. On Sunday, April 11, as chairperson of the USWA negotiating committee, I led a delegation of steelworkers on a difficult 45 minute climb through rugged Humboldt county terrain to reach the site of Julia (Butterfly) Hill's famous protest.

The tree itself, while impressive as all old growth redwoods are, stands alone among downed firs and redwoods where PL attempted to log them by helicopter. While beautiful in its desolation, the area has none of the cathedral quality of the ancient redwood groves protected in California's series of state and national parks. The hillside drops away at a 70 percent grade from the base of the tree, its inaccessibility making it that much more a symbol of human destructiveness.

Julia is a slight woman, sharp features with pale skin, surrounded by a mass of black wavy hair. She is dressed in ski pants and polar fleece. She goes barefoot and has the roughness in her hands of steelworkers. I am struck at once by her liveliness, wit, and earthiness.

And so we sat 180 feet above the forest floor and discussed our common cause to bring the voice of human dignity and respect for the earth to a Fortune 500 company whose CEO once told the workers of Pacific Lumber, "Let me tell you about the Golden Rule. He, who has the gold, rules."

In my 25 years of negotiating with companies, encompassing many contentious labor disputes, I have disagreed passionately with many a corporate CEO. Our ethics may have diverged, but I always felt there was a common source from which they sprang.

Today, I find myself in the presence of evil: 3000 families locked out from their jobs at Kaiser Aluminum; a hundred years of timber clear cut in a decade by Pacific Lumber: pension funds pillaged; taxpayers "contributing" a billion and a half dollars to Maxxam's failed Texas savings and loan. What is so chilling and powerful about evil is not its wealth, its well-heeled lobbyists or its intelligence. The power of evil comes from its determination.

Julia Hill and I talked for an hour about our shared vision of an economy that responds to the democracy of its citizenry. I explained the reasons why the USWA had filed suit in California court challenging Pacific Lumber's Sustainable Yield Plan since it would ultimately strip Humboldt County of its logging and sawmill jobs just as quickly as it clear cut its timber.

Chaired by David Brower, father of the modern environmental movement, and David Foster, District #11 Director of the United Steelworkers of America, the Alliance for Sustainable Jobs and the Environment was born that weekend at a day-long strategy session of environmental organizations and steelworkers in Eureka, California.

Two movements who have long shared common enemies are now embracing a common cause. In an era of globalization, the concentration of economic power that threatens both family-supporting jobs and our environment cannot be fought alone.

And I left Julia Hill reaffirmed with that greater determination of Dr. Martin Luther King, "The arc of the universe is long, but it bends toward justice."

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Railroad Retirement INFORMATION

Acting for Impaired Railroad Retirement Beneficiaries

The Railroad Retirement Board's policy is that every annuitant has the right to manage his or her own benefits. However, when physical or mental impairments render a railroad retirement annuitant incapable of properly handling benefit payments, or where the Board determines that the interests of the annuitant so dictate, the Board can appoint a representative payee to act on the annuitant's behalf. A representative payee may be either a person or an organization selected by the Board to receive benefits on behalf of an annuitant.

The following questions and answers provide information for family members, or others, who may have to act on behalf of an annuitant.

1. Does the Railroad Retirement Board have legal authority to appoint a representative payee for an annuitant?

The Railroad Retirement Act gives the Board authority to determine whether direct payment of benefits, or payment to a representative payee, will best serve an annuitant's interest. The Board can appoint a representative payee regardless of whether there has been a legal finding of incompetence or commitment and, depending on the circumstances in a particular case, the Board can select someone other than the individual's legal representative to be the representative payee.

2. How are these representative payees selected?

Generally, the Board's local field offices determine the need for a representative payee and interview potential payees. The field office also advises the payee of his or her duties, monitors the payee, investigates any allegations of misuse of funds, and changes the method of payment, or the payee, when appropriate.

The Board provides 15 days' advance notice to an annuitant of its intent to appoint a representative payee, and the name of the payee, in order to allow the annuitant a period of time in which to contest the appointment and/or the party selected to be the payee.

3. What are the primary duties and responsibilities of a representative payee?

The payee must give first consideration to the annuitant's day-to-day needs. This includes paying for food, shelter, clothing, medical care and miscellaneous personal needs. Beyond day-to-day needs, railroad retirement benefits may be used for other expenses.

The payee is also responsible for reporting events to the Board that affect the individual's annuity, and is required to account for the funds received on behalf of the annuitant.

In addition, since railroad retirement benefits

are subject to Federal income tax, a representative payee is responsible for delivering the benefit information statements, issued each year by the Board, to the person handling the annuitant's tax matters.

Periodically, the payee will be asked to complete a report which includes questions regarding how much of the railroad retirement benefits available during the year were used for the support of the beneficiary, how much of the benefits were saved, and how the savings were invested. In order to complete the questionnaire correctly, a payee must keep current records of the railroad retirement benefits received and how the benefits were used. The records should be retained for four years.

4. What are a payee's primary responsibilities for an annuitant's Medicare coverage?

When an annuitant requires covered medical services, the payee must have the annuitant's Medicare card available. The payee must also keep records of the services received and the expenses incurred or paid, just as for any other usage of railroad retirement services.

5. What if an annuitant is confined to an institution?

When annuitants are in a nursing home, hospital or other institution, their railroad retirement benefit payments should be used to meet the charges for their current maintenance. Current maintenance includes the usual charges the institution makes for providing care and services.

The payee should use the benefit payments to aid in the annuitant's possible recovery or release from the institution, or to improve his or her living conditions while confined. Payments may be used to provide such items as clothing and articles necessary for personal grooming, transportation of relatives to visit the patient, trial visits to relatives, medical and dental care, and reading materials and hobby supplies.

6. How should railroad retirement benefits not immediately required to meet an annuitant's needs be handled?

Benefit payments which will not be needed in the near future must be saved or invested unless they are needed for the support of the annuitant's legally dependent spouse or child, or to pay creditors under certain circumstances. It is recommended that conserved funds be held in interest-bearing accounts. Preferred investments are Federally-insured or State-insured accounts at financial institutions and obligations of, or those backed by, the Federal Government, such as U.S. Savings Bonds.

Funds should not be kept in the home where they may be lost or stolen, nor can they be mingled with the payee's own funds or other funds.

7. How can a person get more information about being appointed as a representative payee, or whether the use of railroad retirement benefits for a particular purpose would be proper?

For more information, a person should contact the nearest office of the Railroad Retirement Board. Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday.

Persons can find the address and phone number of the Board office serving their area by calling the automated toll-free RRB Help-Line at 1-800-808-0772. They can also get this information form the Board's Web site at www.rrb.gov.

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Labor History

Mother Jones and Child Labor

By Janet Greene

Yellow fever swept away her husband and the four little ones who had first called Mary Harris Jones "Mother." But at her death in 1930 - 63 years later - she was "Mother" to thousands of American working people and their families from New York to California; coal miners, steel workers, iron miners; street car workers, garment workers, and thousands of children who labored in factories from Pennsylvania to Alabama.

How this middle-aged widow, grieving for her husband and children, left Memphis in 1867 and ended up at the head of some of the most important confrontations between labor and capital in the twentieth century is a story she tells best herself in her book, "The Autobiography of Mother Jones," published in 1925. Scholars may disagree with her memory of just when she got involved with the Knights of Labor or the United Mine Workers of America, but they agree she was a remarkable grass-roots organizer, a difficult task around the turn of the century, when the workforce was made up of many foreign-born workers.

'You pity yourselves," she once scolded the mineworkers union, "but you do not pity your brothers, or you would stand together and help one another.

"The enemy seeks to conquer by dividing your ranks, by making distinctions between North and South, between American and foreign. You are all miners, fighting a common cause and a common master. The iron heel feels the same to all flesh. Hunger and suffering and the cause of your children bind more closely than a common tongue."

Perhaps because she had lost her own family, the "cause of the children" was close to her heart. In 1900, children were employed in factories and worked up to 60 hours a week for between $2 and $13 per week; in the South, wages were even lower.

Employers who hire children, Mother Jones warned, do so to increase their profits, they thought: "Child labor is docile...It does not strike. There are no labor troubles." Along with others, she called for a federal child labor law to protect children from exploitation.

"The enemy seeks to conquer by dividing your ranks, by making distinctions between North and South, between American and foreign. You are all miners, fighting a common cause and a common master. The iron heel feels the same to all flesh. Hunger and suffering and the cause of your children bind more closely than a common tongue."
-Mother Jones

In 1903, Mother Jones began a dramatic crusade for a national child labor law, in Kensington, Pennsylvania, where 75,000 textile workers were on strike for more pay and shorter hours; 10,000 of them were young children. Her "Autobiography" describes the scene:

"Every day little children came into Union Headquarters, some with their hands off, some with the thumb missing, some with their fingers off at the knuckle. They were stooped little things, round-shouldered and skinny. Many of them were not over ten years of age, although the state law prohibited their working before they were twelve years of age."

The law was poorly enforced. In many families, the father had been killed or disabled by work in the nearby coal mines. In order to feed the family, the mothers had to send their young children to work to get money for food.

When Mother Jones asked local papers to publish the facts about child labor in Pennsylvania they refused, saying the mill owners had stock in their newspapers.

"Well, I've got stock in these children," she said, "and I'll arrange a little publicity."

Mother Jones marched with a band of striking children from Pennsylvania to New York to meet with President Theodore Roosevelt and asked for his support for federal legislation to protect children.

"We want President Roosevelt to hear the wail of the children who never have a chance to go to school but work eleven and twelve hours a day in the textile mills of Pennsylvania," she told a rally in New York. "(These children) weave carpets that you and he walk upon; and the lace curtains in your windows, and the clothes of the people."

The march gained publicity for the child labor question and raised money for the strikers. But Theodore Roosevelt refused to meet with the children. It was another 38 years before any federal child labor laws went into effect. (However, the State of Pennsylvania did change state law to require proof, in addition to an affidavit, that a child employee was at least 13.)

Today, child labor is a global issue for unions, the United Nations, and numerous citizens' groups, including international organizations of children themselves. Children may weave carpets for pennies in Pakistan rather than in Pennsylvania, but even in the United States child labor laws are frequently violated.

Today's movement against the exploitation of children follows in the footsteps of Mother Jones.

Janet Greene is Director of the Harry Van Arsdale Labor History Project, RF Wagner Labor Archives.

OBJECTION PROCEDURES FOR EXPENDITURES NOT GERMANE TO COLLECTIVE BARGAINING

Advance Reduction

Section 1. Non-members required to pay agency fees as a condition of employment will have the right to object to expenditures on activities not germane to collective bargaining. Those persons filing objections as required herein will be entitled to receive an advance reduction of their fees.[1]

Notice of Objection

Section 2.

(a) Non-member agency fee payers wishing to file an objection will do so annually by notifying the International Secretary-Treasurer of his or her objection in writing, postmarked during the month of November. The notice of objection will contain the objector's current home address, and he or she will be obligated to keep the International Secretary-Treasurer informed of any change in address.

(b) Employees who resign from membership wishing to file an objection will do so as specified in Section 2(a) above postmarked within 30 days from tendering their resignation.

(c) Newly hired employees will receive notice of these procedures. Those opting not to become members who wish to file an objection will do so as specified in Section 2(a) above postmarked within 30 days of receiving such notice.

Chargeable and Non-Chargeable Expenditures

Section 3. Objectors will be charged for all expenditures which (1) are germane to collective bargaining activity, (2) are justified by the government's vital policy interest in labor peace and avoiding free riders, and (3) do not significantly add to the burdening of free speech that is inherent in the allowance of an agency or union shop. Objectors will not be charged for expenditures failing to meet these criteria. The following are examples of these types of expenditures:

Chargeable Expenditures:

(a) All funds expended on collective bargaining.

(b) All funds expended on contract administration, grievance adjustment and arbitration.

(c) All funds expended on internal governance and administration.

Non-Chargeable Expenditures:

(a) All funds expended on the election of candidates for public office, including contributions to any political party, political organization, or candidate for public office; expenditures on behalf of and facilities used for any political party, political organization or candidate for public office.

(b) All funds expended on efforts to recruit new members.

(c) All funds expended on lobbying except for lobbying directly related to ratifying or implementing a collective bargaining agreement.

(d) All dues to the AFL-CIO.

(e) All contributions to charitable and educational groups.

(f) A prorated portion of the cost of The Signalman's Journal and other Union publications devoted to the coverage of subjects specified in the preceding subsections, or any other non-germane subjects.

Audit Report

Section 4. Grand Lodge will retain a certified public accountant to audit its allocation of expenditures into chargeable and non-chargeable categories during each July 1 - June 30 fiscal year. A copy of said audit report and a description of chargeable and non-chargeable expenses will be mailed to all non-member agency fee payers on an annual basis in October. In addition, any non-member filing notice of objection under Section 2(b) and (c) will be mailed a copy of the documents listed above, at the time of their objection.

Advance Reduction Calculation

Section 5. The percentage of non-chargeable expenditures will be calculated in accordance with the certified audit report. The amount of the advance reduction will be calculated by multiplying projected fee payments times the non-chargeable percentage. Non-members filing a notice of objection pursuant to Section 2(a) will receive an advance reduction in agency fees during the following calendar year. Non-members filing objections under Section 2(b) will receive an advance reduction in agency fees from the first day of the month following the month in which they tendered their resignation through December 31 of that year. Non-members filing objections under Section 2(c) will receive an advance reduction in agency fees for the period they begin paying such fees through December 31 of that year.

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[1] Although collective bargaining agreements requiring "membership" as a condition of employment are legal, it is the payment of all dues, fees, and assessments (agency fees), not actual membership, which is required.

Challenge of Calculation

Section 6. Non-members filing a notice of objection pursuant to Section 2 may challenge the calculation of chargeable and non-chargeable expenditures by filing a written challenge with the International Secretary-Treasurer postmarked no later than the November 30 following the October mailing of the audit report being challenged. Non-members filing timely objections under Section 2(b) or (c) may also challenge the calculation of chargeable and non-chargeable expenses by filing a written challenge with the International Secretary-Treasurer postmarked no later than the deadline set forth in said sections for filing objections; and such challenges will be consolidated for arbitration with those filed under the first sentence of this section.

Selection of Arbitrator

Section 7. In the event a challenge is filed under Section 6, the International Secretary-Treasurer will provide a list of challengers to the American Arbitration Association (AAA). All challenges will be consolidated. The AAA will appoint an arbitrator from a special panel maintained by the AAA for this purpose. The AAA will inform the International Secretary-Treasurer and the challengers of the arbitrator selected.

Arbitration Procedures

Section 8.

(a) The arbitration will be scheduled expeditiously. The AAA will develop rules that will govern these arbitrations, and, conscious of the need for an informed and expeditious decision, the arbitrator will have control over all procedural matters affecting the arbitration.

(b) Each party to the arbitration will bear their own costs. The challengers will have the option of paying a pro-rata portion of the costs of the arbitrator's fees and expenses. The Union will pay the balance of such fees and expenses.

(c) A court reporter will make a transcript of all proceedings before the arbitrator. This transcript will be the official record of the proceedings and may be purchased by the challengers. If an objector does not purchase a copy of the transcript, the Union will, upon request, make a copy available for inspection.

(d) A challenger may, at his or her expense, be represented by counsel or other representative of his or her choice. The challenger need not appear at the hearing and will be permitted to file written statements with the arbitrator in lieu of an appearance.

(e) Prior to the start of the hearing, the Union will provide challengers with a list of all exhibits it intends to introduce at the hearing and a list of all witnesses it intends to call, except for exhibits and witnesses it may introduce for rebuttal. Copies of exhibits will be made available upon request.

(f) The Union will have the burden of establishing that the reduced agency fee being charged is lawful.

(g) If the arbitrator will determine that more than one day of hearings is necessary, he or she will, to the extent possible, schedule the hearings to continue from day to day until completed. The arbitrator will issue a decision within thirty (30) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

(h) The arbitrator will give full consideration to the legal requirements limiting the amounts that objectors may be charged, and will set forth his or her analysis in the decision. The order and decision of the arbitrator will be final and binding on the Union.

Escrow Account

Section 9. The Union will establish an escrow account containing the portion of agency fees paid by non-members filing challenges pursuant to Section 6 which reasonably may be in dispute in arbitration. In the event the Union escrows less than the entire amount of fees so paid, the amount of the escrow will be based on an independent audit, and the escrow figure will be independently verified. After the issuance of the arbitration award, the escrow fund will be distributed in accordance with the arbitrator's decision.

Administration by International Secretary-Treasurer

Section 11. The International Secretary-Treasurer will administer this policy in a manner that is completely fair to agency fee payers who wish to object. The International Secretary-Treasurer has authority to determine the amount of the reduced fee each year, to provide proper notice of this policy to agency fee payers, to waive procedural requirements when fairness requires, to informally resolve challenges to the Union's calculation, and to promulgate procedures for accommodating agency fee objections in accordance with applicable state or federal laws.

Amendments

Section 12. The Grand Executive Council will have authority to amend this Policy as it deems appropriate.

Not Applicable in Canada

Section 13. This policy will not be applicable to members working in Canada.

Obituaries

HERBERT CLAY (PEE WEE) BARKER-retired member of **LOCAL 77**. Brother Barker retired in 1985 after 34 years of service with the Virginia and N&W Railroads. He was a Signal Maintainer at Matoaka, West Virginia at the time of retirement.

JACK BRANGHAM-retired member of **LOCAL 155**. Brother Brangham retired in 1986 after 38 years of service with the Union Pacific Railroad. He was a Signal Foreman at Hinkle, Oregon at the time of retirement. Brother Brangham held the position of Local Chairman. Brother Brangham was a decorated World War II veteran with 2 Purple Hearts and 3 Campaign Battle Stars.

ROBERT H. BROTHERTON-retired member of **LOCAL 94**. Brother Brotherton retired in 1970 after 42 years of service with the B&O and C&O Railroads. He was a Division Inspector at Chillicothe, Ohio when he retired. Brother Brotherton held the position of Local Chairman.

WILLIAM F. BYRNES-retired member of **LOCAL 213**. Brother Byrnes retired in 1982 after 41 years of service with Conrail. He was a Signal Inspector at Framingham, Massachusetts at the time of retirement. Brother Byrnes held the positions of General Chairman and Local President.

JEROLD EUGUENE CARIS-retired member of **LOCAL 64**. Brother Caris had 40 years of service with the Erie-Lackawanna Railroad and Conrail. He was a Test Signal Maintainer at Dunkirk, Ohio at the time of retirement. Brother Caris held the position of Trustee.

JAMES J. FERRY-active member of **LOCAL 183**. Brother Ferry had 23 years of service with the Illinois Central Railroad and Metra. He was a Signal Maintainer at Chicago, Illinois.

REUBEN F. FINKELSON-retired member of **LOCAL 154**. Brother Finkelson retired in 1983 after 32 years of service with the Great Northern and Burlington Northern Railroads. He was a Signalman at St. Paul, Minnesota at the time of retirement.

LAMAR W. HARPER-retired member of **LOCAL 13**. Brother Harper retired in 1989 after 25 years of service with CSX Transportation Co. He was a Signal Technician at Louisville, KY at the time of retirement.

THOMAS R. LIBENGOOD-retired member of **LOCAL 40**. Brother Libengood retired in 1990 after 40 years of service with the Penn Central Railroad and Conrail. He was a Maintainer C&S at Etna, Pennsylvania at the time of retirement.

MELVIN L. MEASE-retired member of **LOCAL 31**. Brother Mease retired in 1986 after 43 years of service with the B&O Railroad. He was a Lead Signal Maintainer at Cumberland, Maryland at the time of retirement.

CLIFFORD A. OLDEN-retired member of **LOCAL 81**. Brother Olden retired in 1975 after 34 years of service with the Illinois Central Gulf Railroad. He was a Traveling Signal Maintainer at Sullivan, Indiana at the time of retirement.

HARRY F. PRICE-retired member of **LOCAL 85**. Brother Price retired in 1980 after 44 years of service with the GNU & O and Illinois Central Gulf Railroads. He was a Lead Signalman in Illinois at the time of retirement. Brother Price served as a Trustee.

ALBERT L. ROMAN-retired member of **LOCAL 49**. Brother Roman retired in 1979 after 28 years of service with the Southern Railway. He was a Signal Maintainer at Birmingham, Alabama at the time of retirement.

BILLY W. SMITH-active member of **LOCAL 110**. Brother Smith had 35 years of service with the Norfolk Southern Railroad. He was a Signal Maintainer at New Market, Tennessee.

ARGLISTA L. STEVENSON-active member of **LOCAL 183**. Brother Stevenson had 23 years of service with the Illinois Central Railroad and Metra. He as a Signal Maintainer at Chicago, Illinois.

EMERY G. STRATTON-retired member of **LOCAL 155**. Brother Stratton retired in 1973 after 33 years of service with the Union Pacific Railroad. He was a Signalman at Pendleton, Oregon at the time of retirement.

RICHARD L. TAYLOR-retired member of **LOCAL 68**. Brother Taylor retired in 1973 after 47 years of service with the Pennsylvania Central Railroad. He was a C&S Inspector at Chicago, Illinois at the time of retirement. Brother Taylor held the positions of Local President and Recording/Financial Secretary.

MAURICE W. TILTON-retired member of **LOCAL 33**. Brother Tilton retired in 1972 after 42 years of service with the Atchison Topeka & Santa Fe Railroad. He was a Lead Signalman at Topeka, Kansas at the time of retirement. Brother Tilton held the position of Local President.

WILLIAM J. WALKER-retired member of **LOCAL 179**. Brother Walker retired in 1975 after 34 years of service with the Pacific Electric and Western Pacific Railroads. He was a Signal Foreman at Sacramento, California at the time of retirement.

Continuous Membership

The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor longtime BRS members. Continuous service lapel pins are presented to members every five years, beginning with their 25th year of membership.

The following is a list of the members who recently received Continuous Service pins in recognition of their years as BRS members:

40 YEARS	**LOCAL**
J.W. Phillips	25
C.A. Roth	64
B.W. Meinzer	72
J.L. Beene	117
F.D. Rosscup	155
W.J. Theriot	121

35 YEARS	**LOCAL**
T.G. Climer	129
D.W. Korom	94
T.D. Lindsay	2
A.L. Meader	154
A.J. Chapman	126
D.E. Smith	31
R.J. Johnson	97
T.J. McCabe	40
J.P. Miller	99
H.B. Simpson	94
D.W. Stoner	105
F.C. Suddarth	104

30 YEARS	**LOCAL**
D.K. Battles	33
C.W. Bell	31
J.M. Breedlove Jr.	8
F.W. Henry	20
P.F. Kaminski	225
R.W. Lefler	20
V.E. Loffio	84
D. Martinez	160
C.G. Perkins	77
R.J. Popp	72
R.L. Rhoads	72
R. Rivera Jr	8
R.C. Rupp	103
D.R. Smith	31
T.V. Snowden	20
T.F. Tighe	228
R.D. Bates	55
D.W. Bennett	77
D.K. Bradshaw	157
R.W. Burns	72
D.S. Eisenzimmer	154
B.R. Ford Jr	8
A.R. Hall	225
R.D. Haynes	71
A.P. Hunter	97
W. Lee Jr	179
R.K. Looney	77
B.D. Miller	119
W.E. Anderson	24
J.E. Bennett	49
F. Biggers Jr	72
L.A. Bruckman	3
G.R. Campeau	19
D.V. Duff	157
J.J. Grosso	119
W.L. Huff	154
V.E. Jones	21
W.E. Kannely Jr	92
F.J. Liberacki	9
L.T. Miller	123
L.L. Neiman	119
R.A. Orich	3
G.D. Pippin	20
F.A. Roy	72
G.A. Schisler	155
S.F. Slade III	86
H.E. Smith	72
A.L. Strader Jr	138
B.Y. Swift Jr	148
W. Wiltz	121
J.O. Chambers	94

25 YEARS	LOCAL
R.A. Ballachino	141
D.M. Boston	28
J.W. Casey	56
W.D. Chapman	136
J.L. Delozier Jr	105
K.R. Dunkle	154
T.D. Earl	84
S.M. Fish	8
E.H. Francis	56
J.R. Hall	21
H.J. Harwick	154
C.G. Hildebrant	154
J.H. Holmstedt	8
H.L. Hughes	136
R.W. Johnson	77
R.J. Kapuscinski	130
A.F. Lill	84
P.M. Lingsch	57
J.J. McGonagle	56
T.H. Meyer Jr	56
J. Pichalski Jr	52
S.E. Roberson	161
A.A. Salvemini	56
G.L. Schaefer	56
W.E. Smith	98
R.E. Sowell	16
R.G. Stoner	8
W. Whitehead	215
L. Barnes Jr	183
C.A. Brady	161
M.S. Cowan	188
C.F. Flores	111
A. Greci	56
D. Haag	9
H.L. Hawkins	141
C.R. Jackson	16
J.F. Jankowski	76
J.W. Kart	10
M.L. Lawrence	99
S.D. McKnight	26
P.J. McLean	206
C. Neace	183
T.R. Newman	173
J.G. Niehurs	8
K.D. O'Hare	68
C.J. Oksanen	154
J.E. Patton	49
R.C. Schmidt	39
R.L. Scott	16
K.B. Steinlage	8
S.A. Thornton	49
B.J. Ward	43

(Continued on next page)

...Continuous Membership

(Continued from previous page)

T.J. Wertz	26	R.D. Gutheridge	28	G.D. Nelson	20
M. Babiak	56	M.L. Heck	31	R.W. Pritt	89
J.W. Bennett	99	T.L. Hedges	52	R.J. Reynolds	104
R.D. Brown	77	G.L. Herd	161	D.A. Rotondo	56
R.L. Carlson	154	J.G. Hollis	56	S.H. Sawicki	76
J.N. Childers	16	C.W. Huebel	99	S.D. Schmidt	16
W.T. Chrusciel	28	T. Johnson	179	F.E. Sichra	43
R.G. Edwards	198	J.P. Knowles	58	D.R. Woodard	226
F.D. Fifield	62	J.L. Kopp	28		
		D.H. Korman	84		

Refusal to Bargain Puts Furniture Maker on AFL-CIO's Boycott List

Straits Furniture Company of Jackson, Mississippi, has been added to the AFL-CIO's nationwide Do Not Buy! list for refusing for nearly two years to recognize and bargain with Electronics Workers (IUE) Local Union 282, which represents the production and maintenance employees.

The boycott was requested by IUE President Edward Fire on recommendation of Wiillie Rudd, vice president of the IUE's Furniture Workers Division.

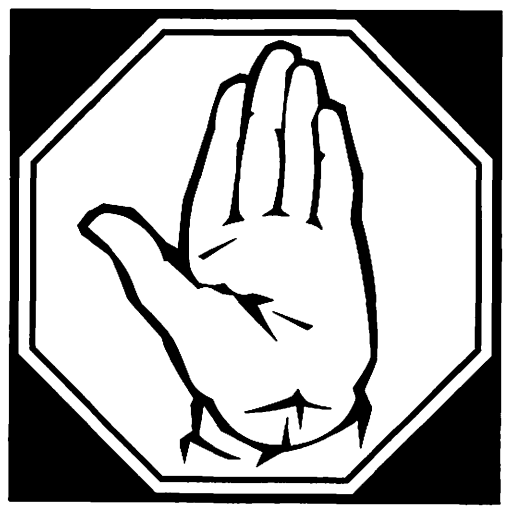
Rudd announced the boycott at a press conference in which he was joined by Steelworkers (USWA) Vice President Leon Lynch; Norman Hill, president of the A. Philip Randolph Institute; Stephanie Parker-Weaver, executive secretary of the Mississippi branch of the Southern Christian Leadership Conference; Jim Evans of the Mississippi AFL-CIO and a state legislator; and Charlie Horhn, assistant to U.S. Representative Bennie Thompson (D-Miss.).

Straits, which makes entertainment center components, dining room and bedroom furniture, in March 1997 bought the assets of Hood Furniture, with which the union had had contracts for several years.

Shortly thereafter Straits President Jonn A. Cathcart-Cunnison informed the employees he didn't think they needed a union, and he has refused ever since to recognize or meet with Local 282, despite a finding last June by an NLRB law judge that he was breaking the law by doing so. The law judge's finding, in a rarely used "bench decision," was issued the day after four days of hearings ended. A company appeal to the NLRB in Washington remains pending. The union, meanwhile, has filed additional unfair practice charges with the NLRNB, the latest in April.

The home entertainment center components, dining room and bedroom furniture made by Straits is sold under a variety of labels, including: Canbrough Oak Collection, Downing Street Collection, Cherry Creek Collection, Hood and Straits.

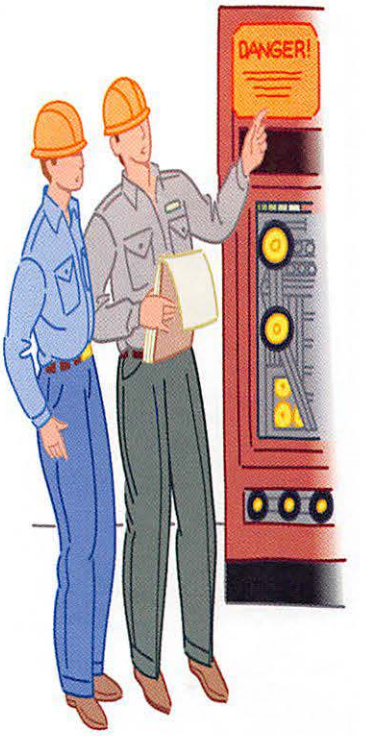
For further information contact: Charlie Mercer, president, UL&STD 202-628-2131, Willie Rudd, vice president, IUE Furniture Workers Division, 615-889-8860.



STOP!!

Don't Buy Straits Furniture!!

Rail Safety Measures Overdue



With the Federal Railroad Administration's (FRA) safety programs up for reauthorization, TTD rail affiliates have developed a common sense safety agenda based on more than a century of experience. TTD is advocating measures that will reduce fatigue, eliminate employee harassment, and address a number of other safety concerns.

Policies allowing, requiring, or inducing fatigued workers to operate dangerous equipment remain one of the most serious barriers to rail safety. Current laws regulating hours of service do not cover all workers and contain loopholes exploited by some carriers.

Recognizing that many problems in the rail industry have been resolved through serious labor-management discussions, TTD believes that any legislation must protect the rights of unions and carriers to pursue this course. In fact, the United Transportation Union and the Brotherhood of Locomotive engineers recently reached a "landmark agreement" with the nation's largest carriers designed to reduce chronic worker fatigue problems.

Employer harassment and intimidation of employees who report accidents, injuries, and other safety concerns also continue to be a problem. "Individuals who participate in the harassment and intimidation of workers must be held personally responsible for civil and criminal penalties and if the practice is repeated, barred from working in the rail industry," stated TTD's Executive Committee.

Hours of Service Laws Must Not Be Weakened

Ironically, at the same time driver fatigue has grabbed the nation's headlines, employer groups are pushing proposals that would allow already fatigued workers to drive more consecutive hours with less rest.

The evidence against such changes is overwhelming. Numerous studies illustrate that driving more than eight hours significantly increases the risk of a crash. And, a 1995 National Transportation Safety Board report concluded that "the hours of service regulations do not provide the opportunity to obtain an adequate amount of sleep because they do not consider time needed for travel, eating, personal hygiene, recreation or inability to fall asleep."

TTD is calling on the Federal highway Administration and Congress to oppose changes that would weaken existing hours of service regulations and to reject industry attempts to obtain special exemptions from these regulations. Such proposals threaten the safety of drivers and others travelling our nation's highways.

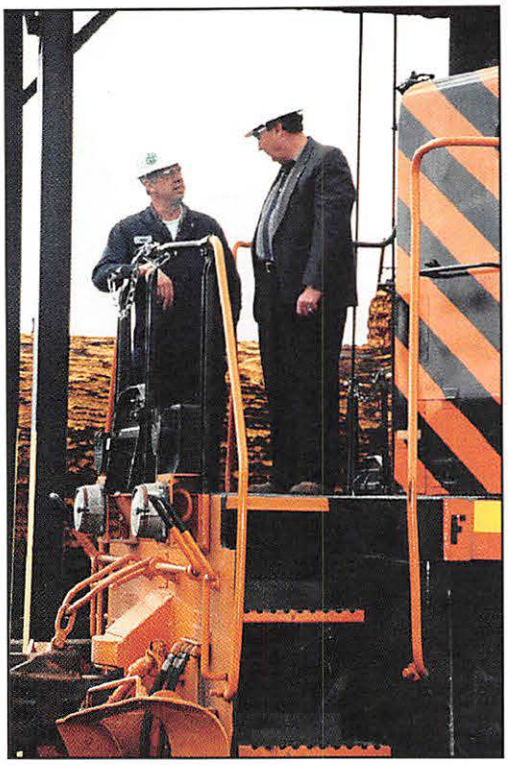
STB Must Preserve Collective Bargaining Agreements

TTD reiterated its position that Congress must stop the Surface Transportation Board (STB) from breaking or modifying privately negotiated employee contracts in the approval of mergers or other transactions.

The STB's continued practice of breaking collective bargaining agreements tramples on private contract rights, destroys the fundamental nature of the collective bargaining process, and is contrary to federal labor policy, TTD stated.

TTD repeated this message in testimony before the Senate Commerce Committee. "We submit that the time has come for Congress to examine the record of any agency that clearly has become captured by the companies it regulates," said Ed Wytkind, TTD Executive Director.

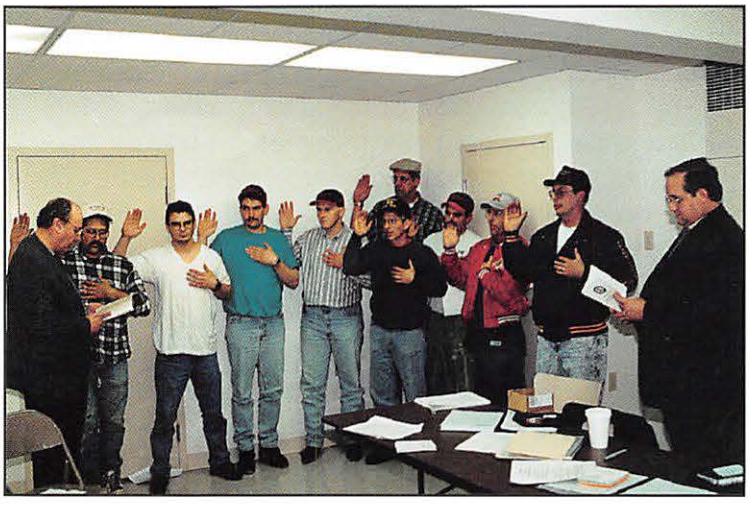
Wheeling and Lake Erie (W&LE) Members at Work



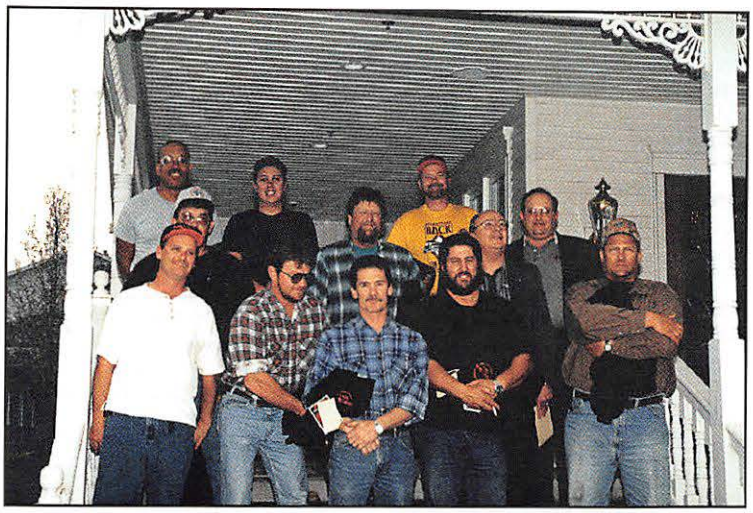
(l-r) Local 237 President Ron Grable shows BRS President Dan Pickett a newly refurbished locomotive.

(l-r) NS General Chairman Walt Barrows speaks with Local 237 Vice President Jimmy Mullet, Local President Ron Grable and Local Trustee Rod Myers.

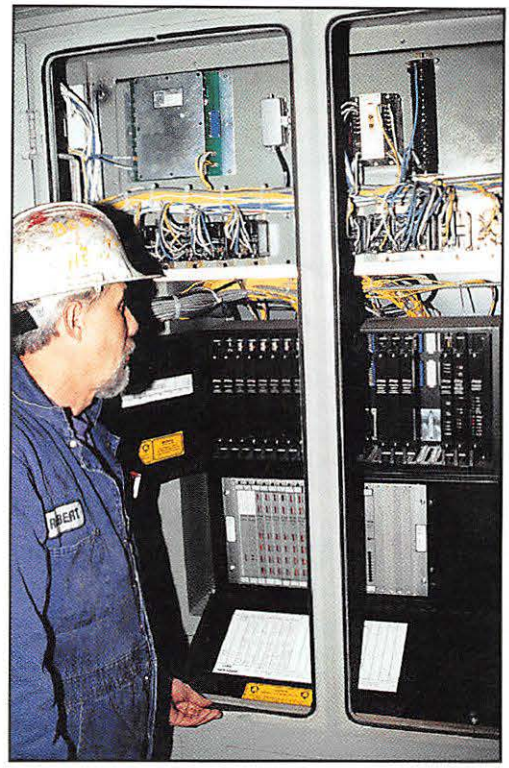
(l-r) BRS Secretary-Treasurer Richard Foley, Local President Ron Grable, BRS President Dan Pickett, Vice President Jimmy Mullet, NS General Chairman Walt Barrows and Local Trustee Rod Myers pause for a picture on a rebuilt locomotive.



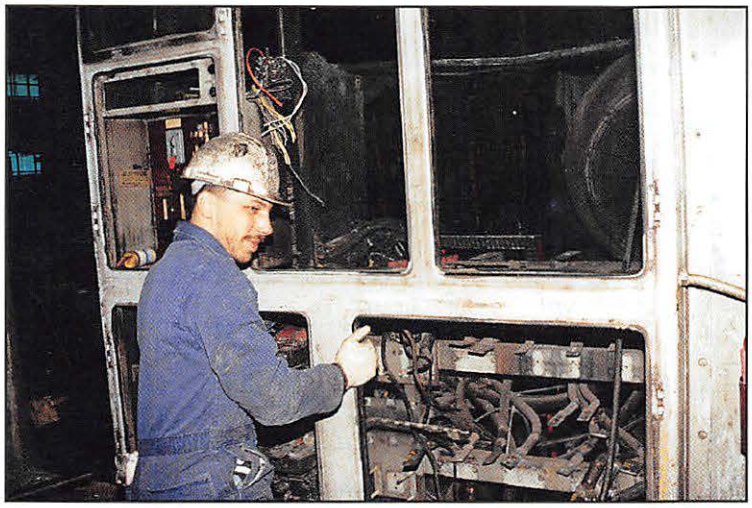
(l) BRS President Dan Pickett swears in the newly elected officers of Local 237 on April 9, 1999 at the W&LE Locomotive Shop.



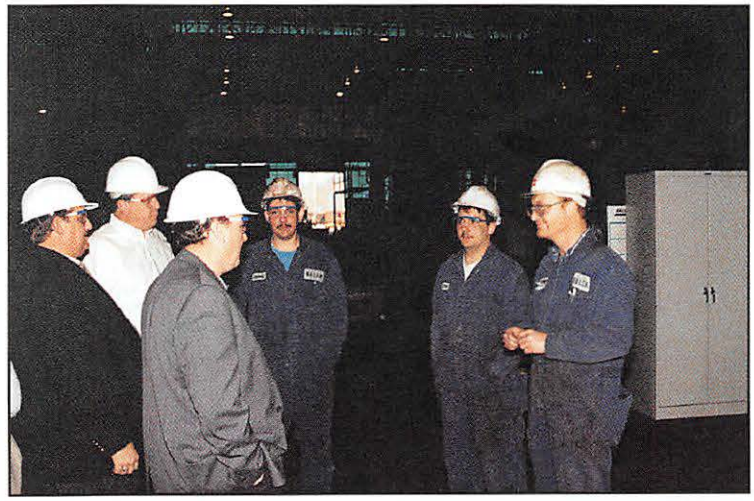
W&LE Signal and Communication Local 231 members pose for a picture after eating lunch with BRS President Dan Pickett and BRS Secretary-Treasurer Richard Foley.



W&LE Locomotive Mechanic Bob Thomas explains the electrical controls in a newly refurbished locomotive.



W&LE Locomotive Mechanic Eric Robinson begins a complete overhaul of a locomotive.



(l-r) BRS Secretary-Treasurer Richard Foley, W&LE President, Steve Wait, BRS President Dan Pickett, Rance Marmet, Tom Ott and Rod Myers.

CLOTH EMBLEM of BRS logo has white letters with red and black border, steam and diesel locomotives and green-over-red searchlight signal. Ideal for hats and jackets!

COASTERS are 3-inch diameter plastic with full-color BRS logo.

BRS MASTER NATIONAL AGREEMENT BOOK contains the basic provisions of national agreements negotiated with U.S. railroads and the BRS. The loose-leaf binder with 2-inch rings makes it easy to update or add additional materials, such as local agreements.

SIGNAL TRAINING COURSE as developed by Canadian National Ry., is used in signal training programs by many U.S. railroads. This modern premier training manual contains 4 volumes and 31 sections in one 3-inch binder. (copyrighted)

HISTORY OF THE BRS, *"THE FIRST 75"* as written by the late A.E. Lyon, who was BRS president 1934-1945. Contains the Brotherhood's history from its formation in 1901 through 1976. BRS members will enjoy reading about their Brotherhood's history and development.

BELT BUCKLE made of solid brass with BRS logo.

KEY TAGS made of solid brass with BRS logo and bound leather backing.

LAPEL PIN/TIE TACK has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

DECALS have the BRS searchlight logo and are available in two diameter sizes - 2" & 4". The 2" decals have a **reflective** image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a **non-reflective** image of the BRS searchlight signal and are the perfect size for windows and bumpers. These pressure-sensitive decals are long-lasting and easy to apply.

GOLF CAPS have the BRS cloth colorlight emblem stitched into the front. Made of medium-weight cotton, they have an adjustable head band and come in six attractive colors (White, Black, Red, Grey, Brown Camouflage and Green Camouflage).

GOLF SHIRTS are made of a cotton/polyester blend and have the BRS colorlight logo embroidered in red and green. These comfortable shirts have a right hand breast pocket and are available only in white and in men's sizes.

WINDBREAKERS made of lightweight red nylon, have the cloth BRS colorlight emblem, two slash pockets, elastic wrist band and a bottom drawstring.

SPORTS STYLE JACKETS have a medium-weight polyester/cotton blend shell with a nylon lining, elastic wrist and waist bands. Embroidered four-color BRS emblem. Available in light grey only.

WOOL/LEATHER BRS JACKETS have a heavyweight wool shell, a nylon lining, with leather sleeves and collar. Embroidered four-color BRS emblem. Available in black only.

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The Signalman's Store

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	Large		45.00	
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	Large		150.00	
	X-Lg.		150.00	
	XX-Lg.		150.00	
TOTAL AMOUNT ENCLOSED				

FELA Directory - BRS Counsel

When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. D. Pickett, President, Brotherhood of Railroad Signalmen, Box U, Mount Prospect, IL 60056-9048.

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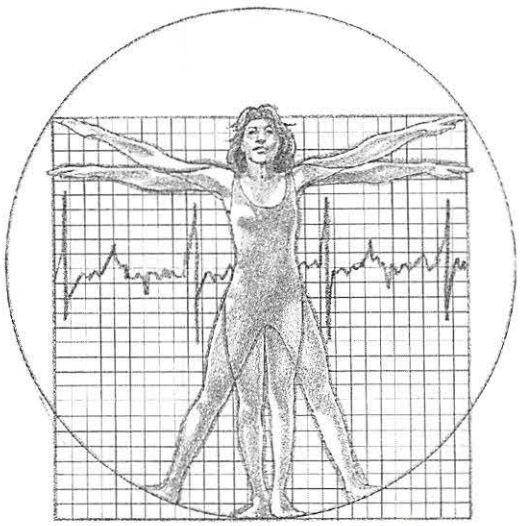

United HealthCare
Railroad Claims
P.O. Box 30985
Salt Lake City, UT
84130-0985

1-800-842-5252

Where to file claims for United HealthCare Plan D (Under Policy GA-23111):

All claims under GA-23111, Plan D, will be processed in United HealthCare's Salt Lake City office. The new address and telephone number is:

United HealthCare
P.O. Box 30404
Salt Lake City, UT
84130-0404
1-800-809-0453

MetLife Policy GA-23000 Life Insurance Claim Information
MetLife
P.O. Box 6122
Utica, NY 13504-6122
1-800-310-7770

United HealthCare Policy GA-23000
Patient Advocate Program:
1-800-842-4555
United HealthCare Silent Witness Program
To report suspected billing fraud:
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Aetna Managed Care Membership Services
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Dover, DE
19903-1512
1-800-842-4044

Mental Health and Substance Abuse Benefits
For treatment, claims or inquiries call:
Value Behavioral Health
(VBH)
800-934-7245
(800-934-RAIL)

Supplemental Sickness Benefits under Group Policy No. R-5000
Where to file claims:
Provident Insurance Co.
Group Claims - Franchise Division
P.O. Box 182526
Chattanooga, TN 37402
1-800-542-4231
Fax: (615) 499-3429

Dental Benefits under Group Policy No. GP-12000
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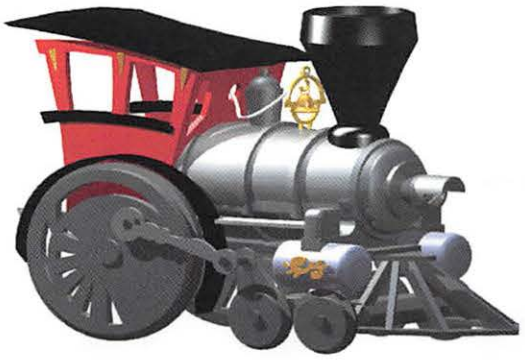
Merck-Medco Rx Services
1-800-842-0070



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For Sale: Jim Beam Collectors' Decanter Train Set. Ten cars, including engine and caboose, plus some track. $500.00. Send inquires to: Robert Urban, 808 Quail Park East, Cleburne, Texas, 76031. Phone: (817) 517-5898.

Wanted: Anything and everything from the following railroads: Chicago & Alton, Alton, Missouri Pacific, MK&T, MP, and the GM&O. Please write: Robert Jones, 1114 S. Park, Sedalia, Missouri, 65301. Or E-mail: robertj@murlin.com

Wanted: Switch keys, locks, lanterns and other railroad collectibles from the CB&Q, GN, NP, SP&S, SL&SF and AT&SF. Send inquires to: Jeff S. Gilchrist, P.O. Box 631, Washtucna, WA, 99371-2464.

Wanted: Blue globe for kerosene lantern or lantern with blue globe. Send inquiries to: Joseph J. Hussey, 241 Akiba Road, Stroudsburg, Pennsylvania, 18360 or phone: (717) 620-0258.

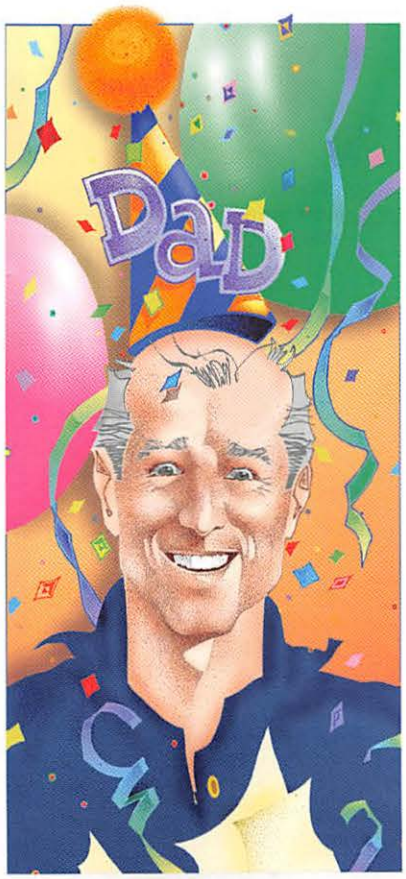
Wanted: Locomotive Engineer/Collector is looking for any old signal publications, railroad and signal company manuals. Also any old signal hardware such as relays, searchlight or semaphore mechanisms and complete signals. Send inquiries to: Denny Dollahon, 5249 Vener Avenue, Sacramento, California, 95841-2140.

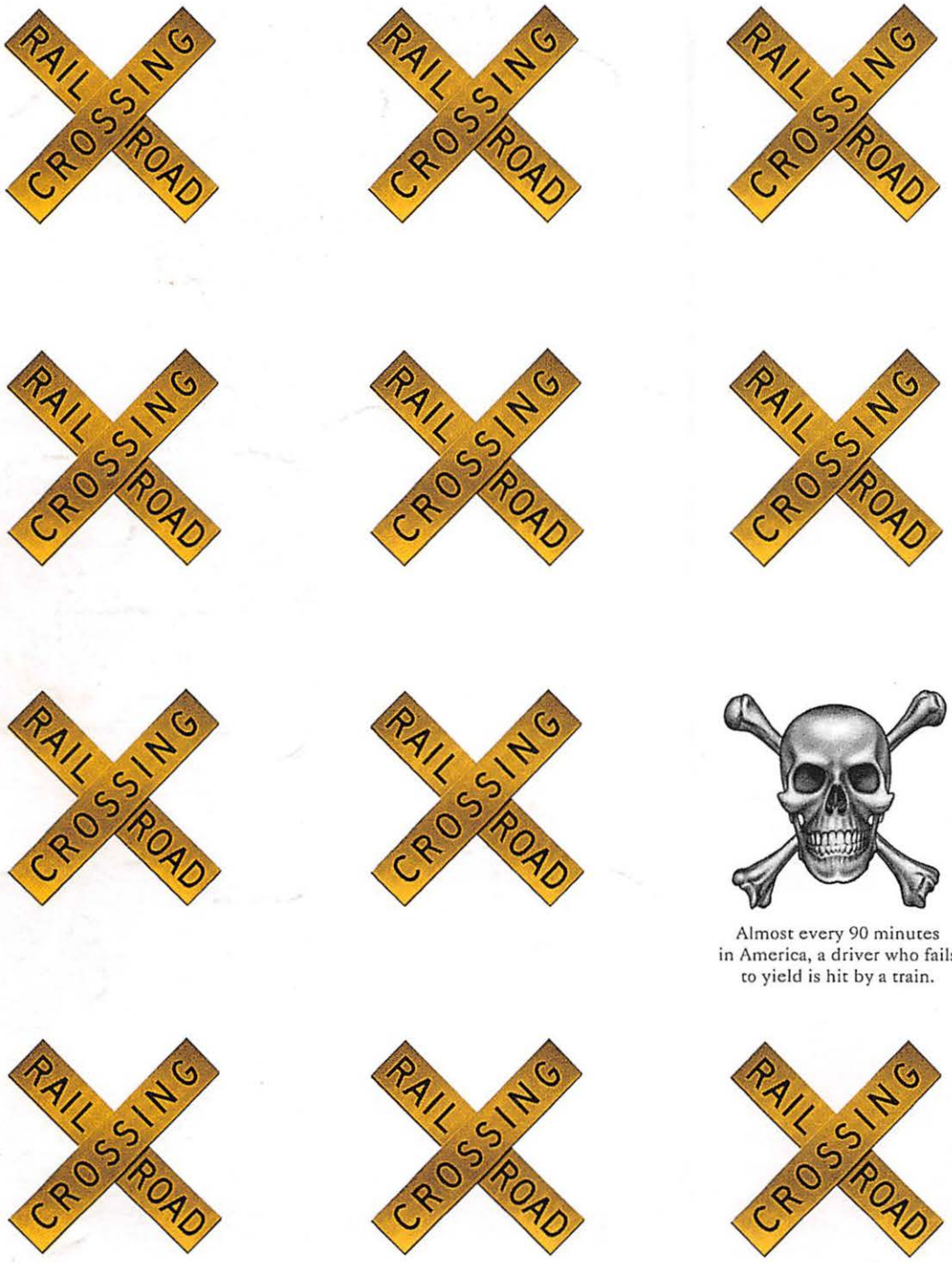
Wanted: Dwarf colorlight signal, US&S style N-2 or GRS type ME signal head. Also UPRR signal training course manuals wanted. Send inquiries to: Bob Cuozzo, Route 2 Box 75-1, Muldrow, Oklahoma, 74948.

To Sell: Eight piece set of the 1988 "Classic American Trains" plates by Artifacts Limited. Send inquiries to: Tom Duffy, 420 S.W. Bell Avenue, Des Moines, IA, 50315. Phone: 515-288-2412.

Members who are interested in finding, trading or selling railroad memorabilia may place an ad consisting of 50 words or less with their name, address and phone number. Ads are free to members and will be published on a space permitting basis.

Those members interested in placing an ad can send their correspondence to: *The Signalman's Journal, 601 W. Golf Rd., P.O. Box U, Mt. Prospect, IL, 60056.*





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